C/CAG

City/County Association of Governments of San Mateo County

VTA

Santa Clara Valley Transportation Authority

TA

San Mateo County Transportation Authority

2020 Peninsula Gateway Corridor Study Technical Advisory Committee

DATE: Wednesday, May 7, 2008

TIME: 2:00 P.M

PLACE: Menlo Park City Hall

1st Floor Council Conference Room 701 Laurel Street, Menlo Park, CA

- 1. Introductions
- 2. Further comments on the draft report
- 3. Action Plan*

(The Action Plan recaps recommendations, categorization, project cost, potential funding, etc)

4. 2020 Project Fact Sheet**

(The project fact sheet is to be used for outreach)

- 5. Schedule next meeting for June 4, 2008
- 6. Adjourn.

^{*} Attachment

^{**} Handout at Meeting

CATEGORY 2 - PROJECT DEVELOPMENT, CONSTRUCTION, IMPLEMENTATION (Near-Term Improvements: 0 to 5 Years)

	. Type/Location	Potential Improvements	City	Comments	Implementation Cost	Potential Funding Source (*)	Schedule				
No.							Immediate	Within 5 Years	Between 5 to 10 Years	Longer than 10 Years	Notes
1	Complementary ITS	Install traffic signal interconnect/communications infrastructure between Middlefield Road and 101 (XX)	All	Project limits would be between Shoreline and Woodside. Scope would include installing infrastructure (e.g., conduits).							
	Complementary ITS	Install trailblazers and/or arterial CMS to provide route guidance information (ZZ)		This project can be tied to Incident Management and can be considered part of "AAA". Also, can be tied to the San Mateo Smart Corridors - Seg 3		\$4M (STIP), \$3M					
	Complementary ITS	Prepare Incident Management and Traveler Information Plan for Corridor (AAA)		Part of proposed Bi-County Smart Corridors (would include AAA, BBB, XX, ZZ)	\$10M (SM Co) / \$TBD (SC Co)	(Federal Earmark), \$187,500 (C/CAG, TA), \$125K (VTA), \$378K (Fed)	х				Santa Clara County segment for Smart Corridors needs to be defined and funded
	Other Potential Improvements	Study the possible designation of East Bayshore (San Antonic to University) as a reliever route to provide congestion relief for incident management on Route 101: Improve operations at intersections; Install directional signage (BBB)		Focus on "incident management" therefore can be considered as part of "AAA"							
2	Willow Road	Signal Timing during peak travel periods: ·Consider adaptive or responsive operation; ·Install vehicle detection (Q)		Project limits from Middlefield to Bayfront. Menlo Park currently have a \$2M project for adaptive traffic signals	\$2M	\$500K (MP), \$1.5M (STIP)	X				
3	Willow Road	Prohibit left turns during peak travel periods (R)	EPA, MP	Five (5) intersections to be affected	\$100K	SB 348		Х			SB 348 (VLF) Pending in legislature
4	Willow Road	Exit/Entrance Right Turn pockets on Willow (T)		Five (5) intersections to be affected. Cost includes design/construction. Approx. \$200K per intersection.	\$1M	SB 348, MP		Х			
5	University Ave	Signal Timing during peak travel periods: Consider adaptive or responsive operation; Install vehicle detection (HH)	EPA	Project limits from US 101 to SR 84	\$1M	\$500K (TA), \$250K (MTC), 250K(C/CAG)	X				
6	University Ave	Prohibit left turns during peak travel periods (II)	EPA	Seven (7) intersections to be affected	\$200K	SB 348, EPA		Х			
7	University Ave	Entrance/Exit Right Turn pockets on University (KK)		Seven (7) intersections to be affected. Cost includes design/construction. Approx. \$200K per intersection.	\$1.4M	SB 348, EPA		Х			
8	Other Potential Improvements	Improve 101/ University interchange: ·Construct southbound direct-connect off-ramp; Improve on-off connections for northbound traffic (CCC Short-term improvements)		Include "Phase 2" of interchange improvement, considerations for bike/ped facility. This project is split up into short-term and long-term strategies	\$5M	STIP, SB 348, EPA		Х			
9	Other Potential Improvements	Define residential traffic management elements that mitigate high priority capital improvements (DDD)		Local streets. Any improvements would be part of capital improvement project. Nothing needs to be done now.	TBD	\$1M (EPA), Source of major capital project		Х			\$1M Programmed in RTP by EPA for bike/ped structure (not considered in 2020 Study)

^{*} Potential funding sources includes: San Mateo County Congestion Relief Program, State Transportation Improvement Program (STIP), AB 1546/SB348 (Vehicle License Fee), Federal funds, Measure A, Bond, etc NOTE: Need to work with cities to define specific projects

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CATEGORY 3 - ADDITIONAL ENGINEERING ANALYSIS / PRELIMINARY ENGINEERING (Longer than 5 Years) (**)

Type/Location	Potential Improvements	City	_	Implementation	Potential Funding	Schedule				
			Comments	Cost	Source (*)	Immediate	Within 5 Years	Between 5 to 10 Years	Longer than 10 Years	Notes
Hwy 101	Reconstruct Embarcadero/ Oregon interchange. Include considerations for Bicycle/Pedestrian lanes (B)	MV, PA		TBD						PAC Referral or TAC Study
									X	
Hwy 101	Reconstruct San Antonio interchange (C)	MV, PA	Mt. View doesn't want to eliminate ramp	TBD					х	Benefit/Cost (B/C) ratio from Study; PAC referral orTAC Study
Dumbarton Bridge to Hwy 101	Grade separations at Bayfront/Willow and Bayfront/University (H)	EPA, MP	Consider both together and separate	TBD						B/C ratio from Study
Hwy 101	and 101 north of Marsh (J)	MP, RWC		IBD					X	PAC Selection
Willow Road	Depressed expressway: 2 lanes each direction; 1 lane each direction; Reversible 2 lanes; 3 lanes with reversible middle lane (DD1-DD4)	EPA, MP		TBD						B/C Ratio from Study; PAC Selection
Willow Road	Tunnel Expressway (maintain existing facility at grade) (FF)	EPA, MP		TBD					X	
Willow Road	Modified depressed Expressway (surface frontage roads cantilevered inboard to minimize frontage impacts) (GG)	EPA, MP		TBD	=					
University Ave	Depressed expressway: 2 lanes each direction; 1 lane each direction; Reversible 2 lanes; 3 lanes with reversible middle lane (TT1-TT4)	EPA		TBD					х	
University Ave	Tunnel Expressway, (maintain existing facility at grade) (VV)	EPA		TBD					х	
University Ave	Modified depressed Expressway (surface frontage roads cantilevered inboard to minimize frontage impacts) (WW)	EPA		TBD					Х	
Other Potential Improvements	Improve 101/ University interchange: Eastside (CCC Long-term improvements)	PA, EPA	improvement, considerations for bike/ped facility. (Added to	\$5M					х	
	Hwy 101 Hwy 101 Dumbarton Bridge to Hwy 101 Dumbarton Bridge to Hwy 101 Willow Road Willow Road University Ave University Ave University Ave	Hwy 101 Reconstruct Embarcadero/ Oregon interchange. 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^{**} Key in Category 3 is to do a good cost/benefit analysis to establish the best projects and priorities

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